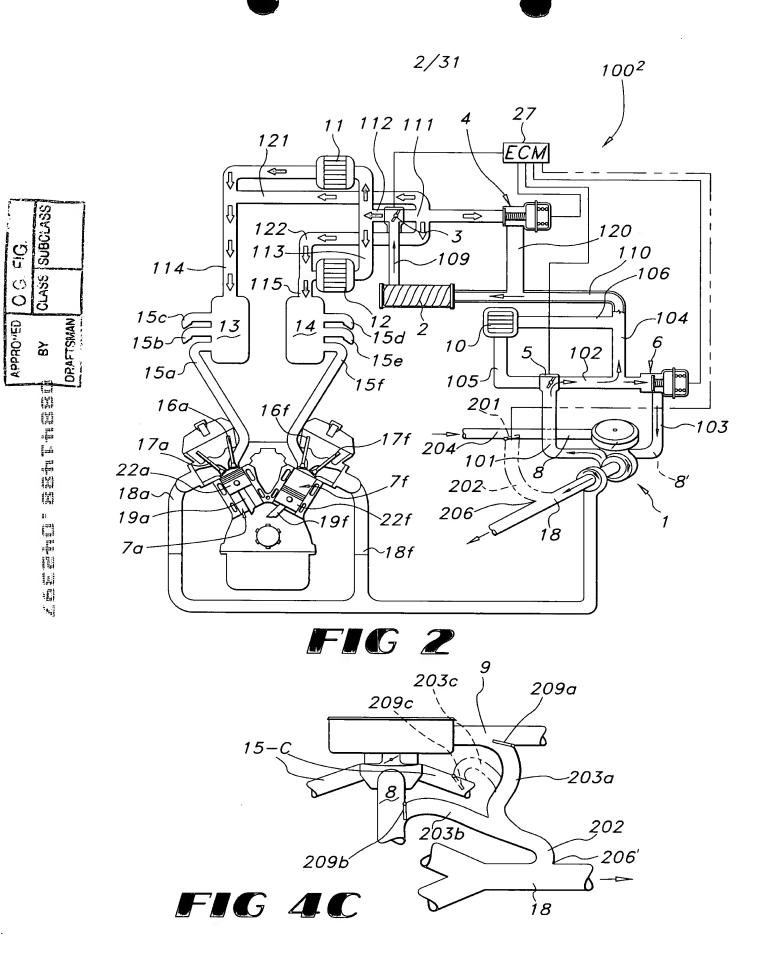


CLASE SUBCLASS

APPROVED OG FIG. SUBOL BY CLASS SUBOL

FIG 1



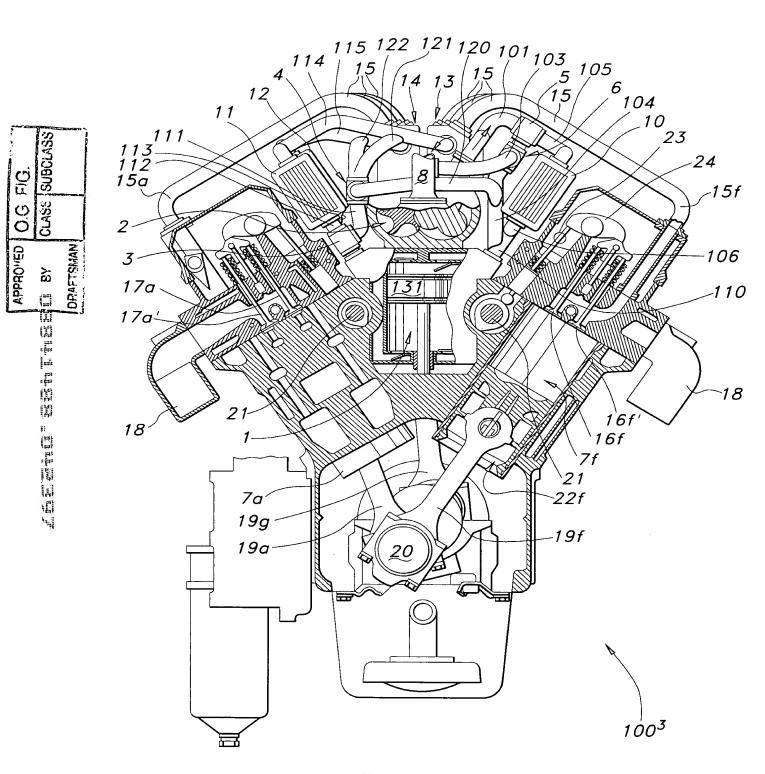
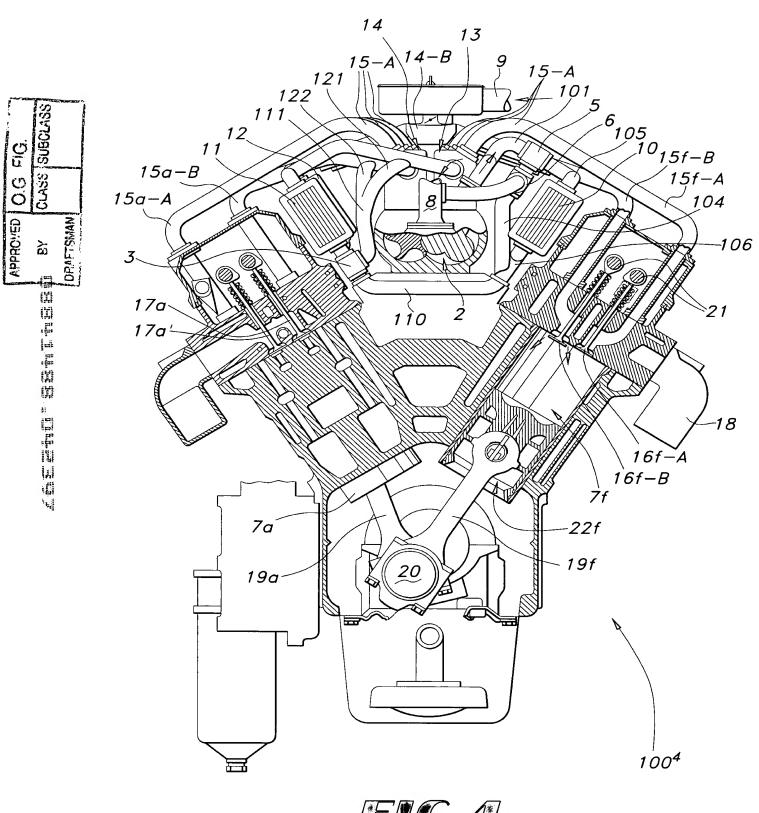


FIG 3



FDG 4

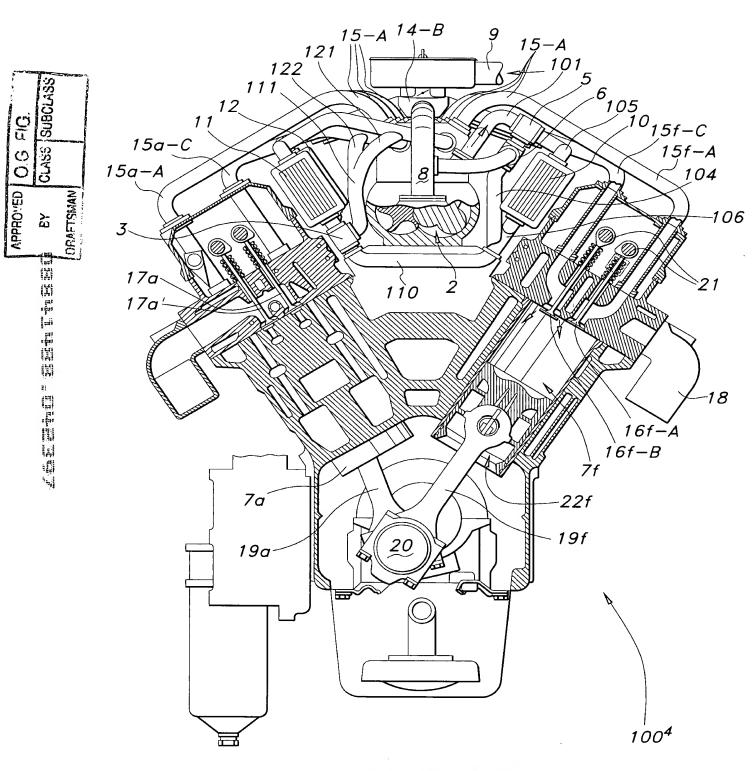
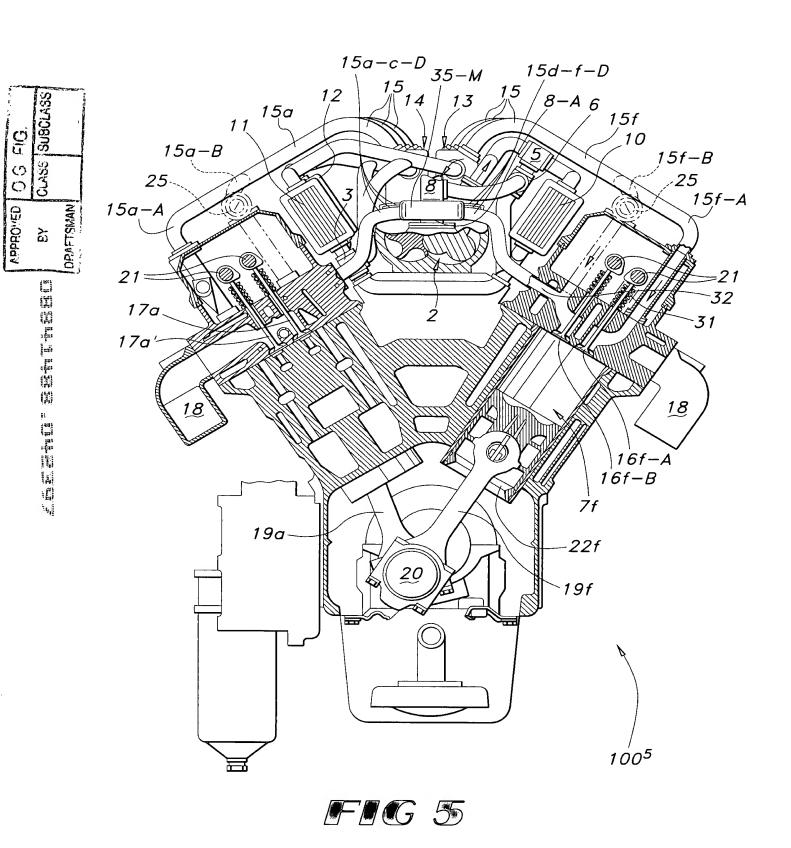


FIG 4B



7/31 15-B 10 21-B / 21-A 104 15-A 106 110 31 32 16-A 16-B <u>18</u> 130 26 19 22 <u>20</u> 100

FIG 6

PPROVED O.G FIG.

EY GLASS SUBCLASS

DRAFTSMAN

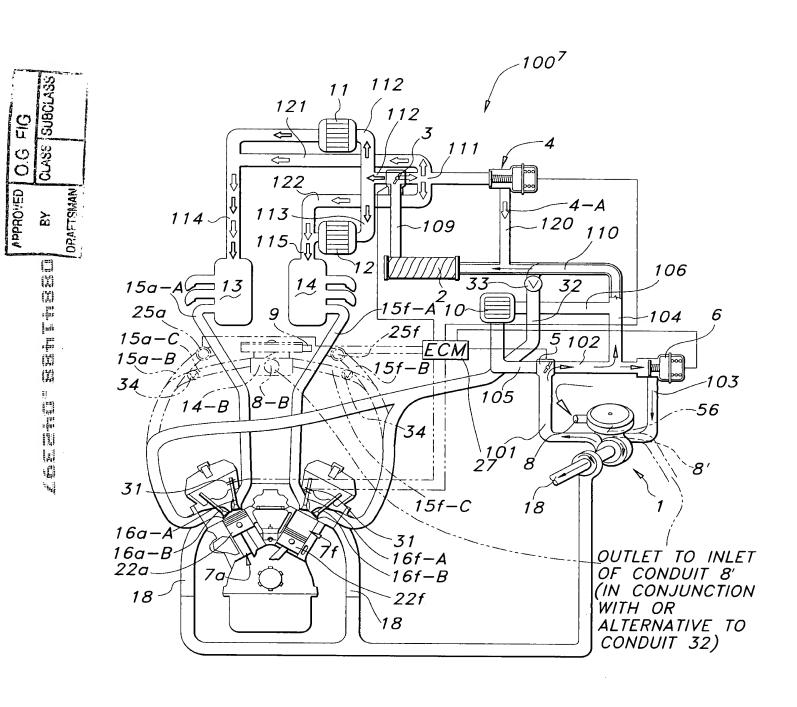
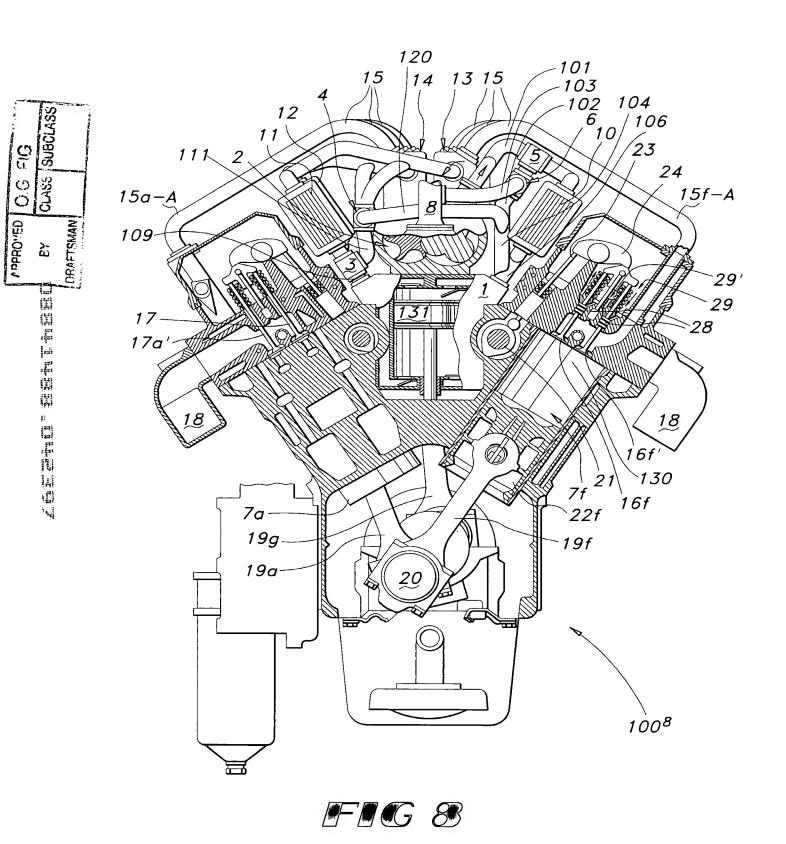


FIG Z



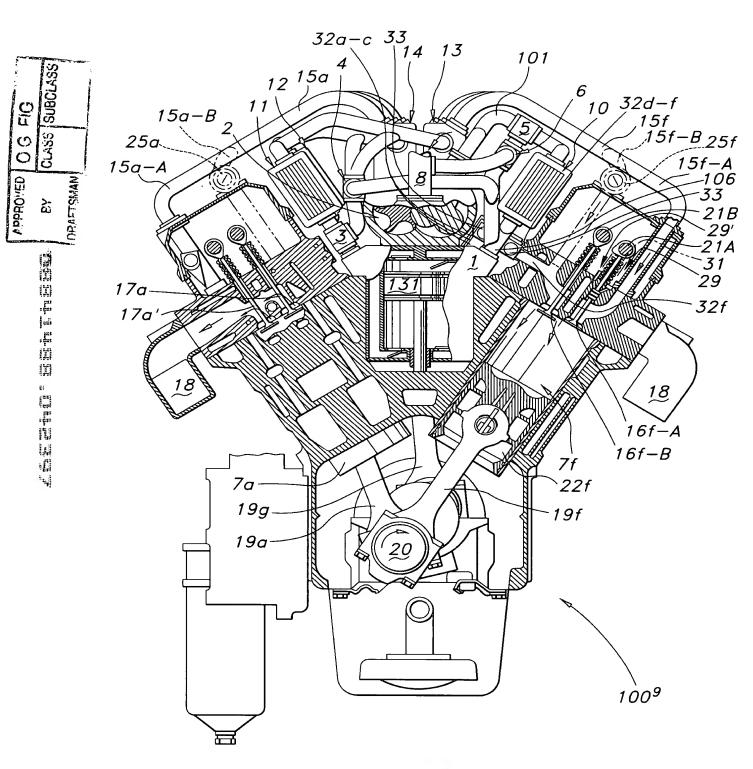


FIG 9

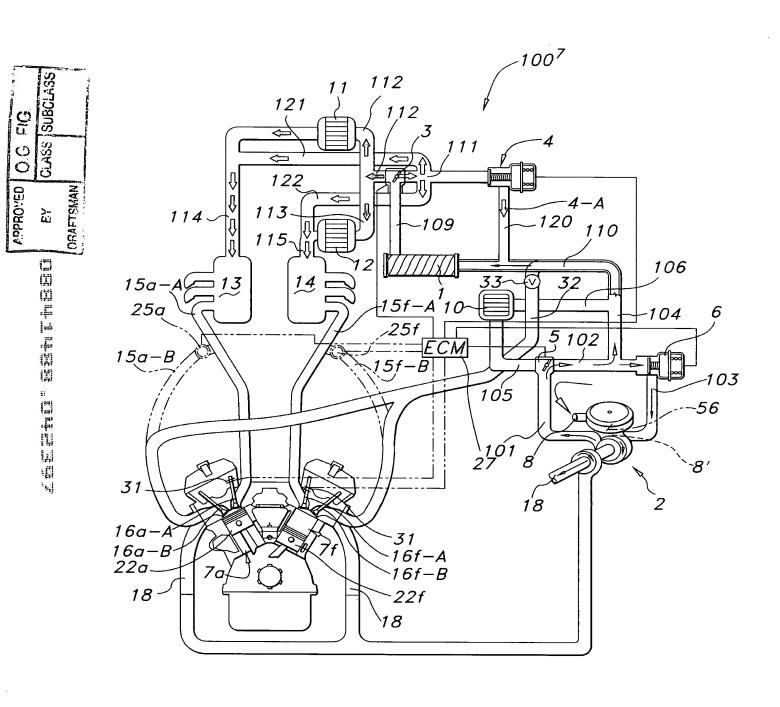
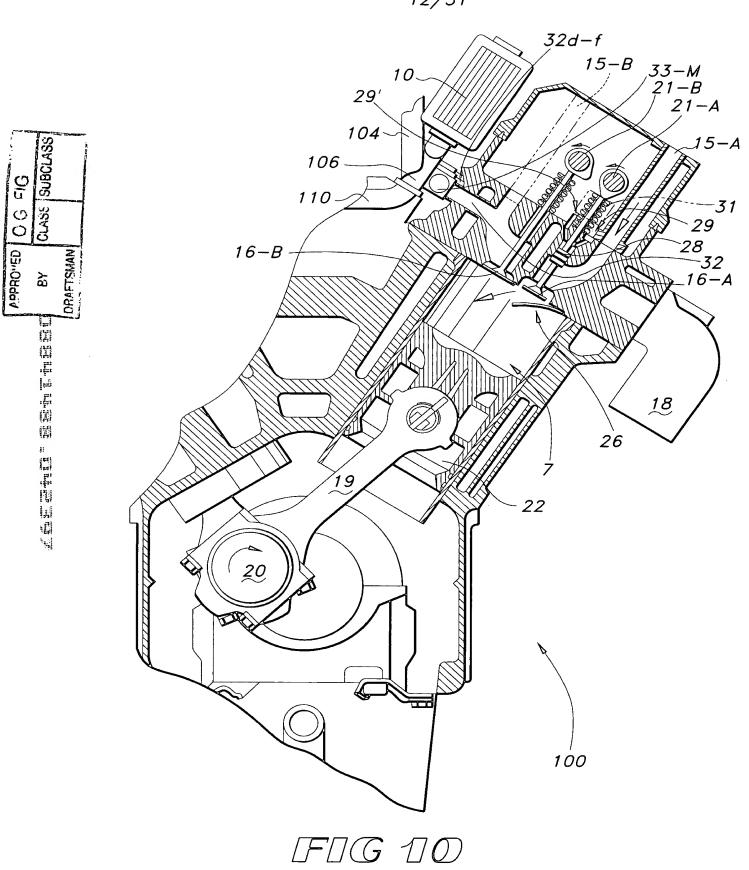
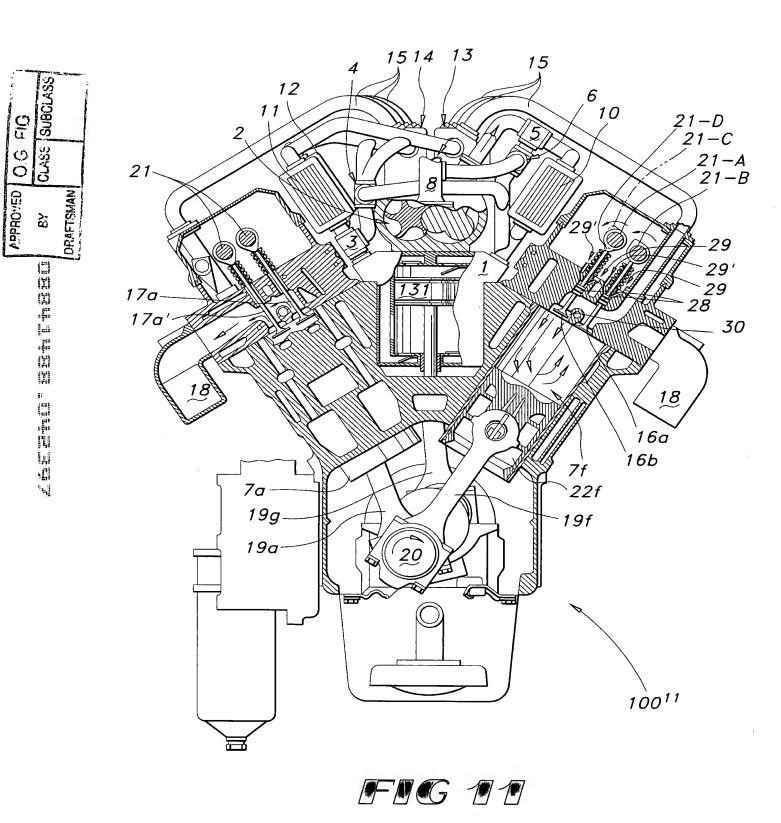
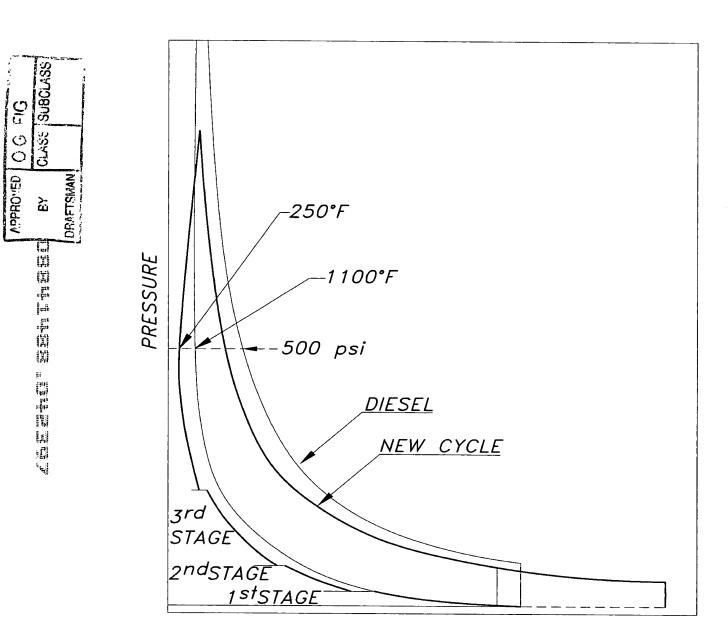


FIG 9B





E THE THE REAL PRINTERS



VOLUME
FIG 12

CLASS SUBCLASS APPROVED O G FIG DRAFTSMAN š THE CHARLES

COMPARISON OF OPERATING PARAMETERS OF A HEAVY DUTY TWO-STROKE DIESEL ENGINE (A)

WITH THE ENGINE OF THIS INVENTION (B)

COM	COMPRESSION	EFFECTIVE	COMPRE	TEMP @	TEMP @	CHARGE	EXPANSION	E E	CHARGE
OR NOMINAL		RATIO	PRESSURE	END COMP	END COMB	DENSITY	RATIO	ين ن	WEIGHT PER
COMPRESSION RATIO	0		(PSI)	(DEG F.)	(DEG F.)	(DEG F.) (LB./CU. FT.)			(GRAMS)
19:1		19:1	907	1300	3400	1.45	*10:1	0.5	2.06
13:1		2:1	533	250	3000	2.03	**19:1	1.5	2.86
13:1		13:1	533	266	v3100	1.01	**19:1	1.5	1.43
10:1		2:1	369	250	^2800	1.40	**19:1	1.9	1.98
10:1		10:1	369	871	۸2900	0.75	**19:1	1.9	1.06

Exhaust valve opens midstroke

15/31



Exhaust valve opens near BDC

Air charge intercooled except for last stage of compression (j)

Intercoolers bypassed (dq) <

Estimated

EXPANSION RATIO COMPRESSION RATIO H щ с; ж ж

16/31

APPROYED O.G. CIG. BY GLASS SUBCLASS DRAFTSMAN

COMPARISON OF OPERATING PARAMETERS OF A HEAVY DUTY FOUR-STROKE DIESEL ENGINE (A)

WITH THE ENGINE OF THIS INVENTION (B)

ı		n	ı	ı	1	1	ı	ı	
CHARGE WEIGHT PER	REVOLUTION (GRAMS)	Ĺ		**2.86		**1.43		**1.98	1.9 **1.06
画 C. 명 명		1.0		1.5		1.5		6.1	1.9
EXPANSION RATIO		19:1		19:1		19:1		19:1	19:1
CHARGE DENSITY	(DEG F.) (LB./CU. FT.)	1,45		2.03		1.01		1.40	0.75
TEMP @ END COMB	(DEG F.)	3400		3000		v3100		∨2800	√2900
TEMP @ END COMP	(DEG F.)	1300		250		992		250	871
COMPRESSION PRESSURE	(PSI)	907		533		533		369	369
EFFECTIVE COMP	RATIO	19:1		2:1		13:1		2:1	10:1
COMPRESSION RATIO	OR NOMINAL COMPRESSION RATIO	19:1		13:1		13:1		10:1	10:1
ENGINE		A		B(ic)		B(bp)		B2(ic)	B2(bp)

*

Per revolution, not per firing stroke Per revolution and per firing stroke Air charge intercooled except for last stage of compression (ic) (dd) <

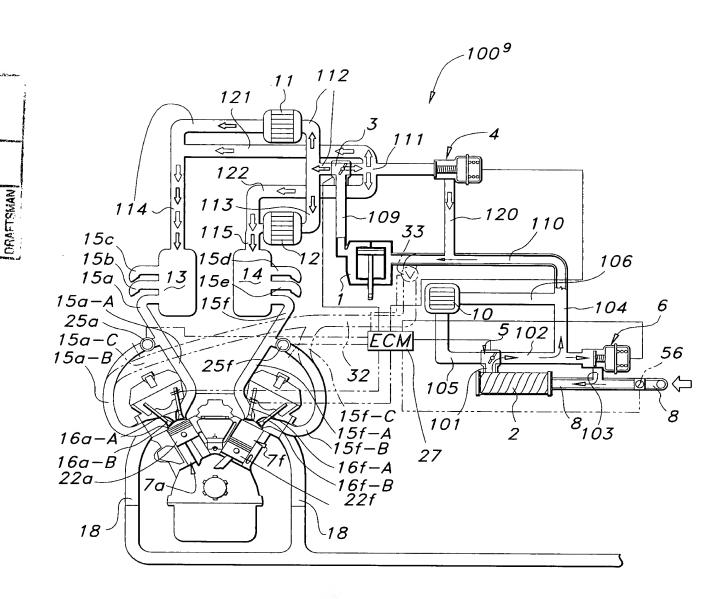
Intrecoolers bypassed

Estimated

Ħ ы с я

EXPANSION RATIO COMPRESSION RATIO

FIG 19

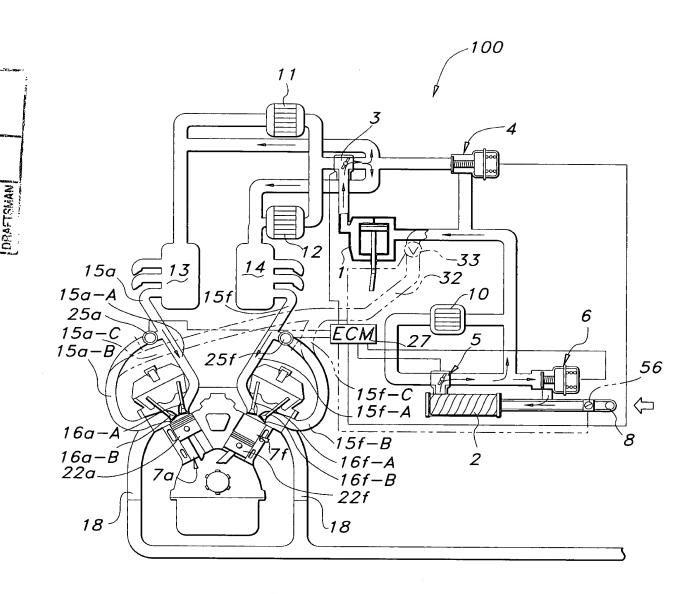


APPROVED O G CIG

CLASE

A 如果是一种,我就有一种知识。 87

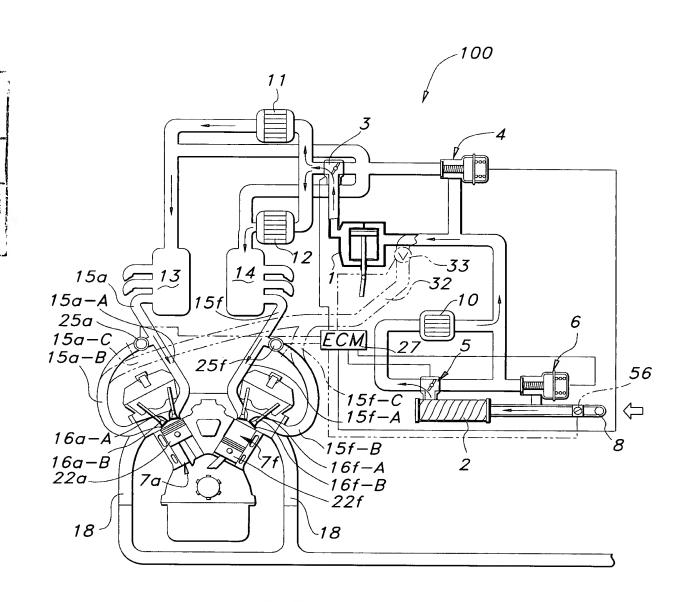
FIG 15



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Lerete serenge 87

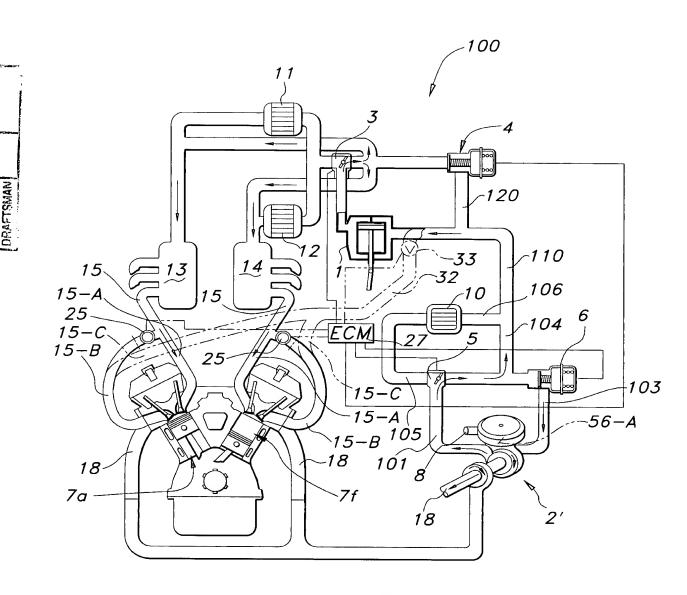
FIG 16



APPROVED O G GIG

A THE THE MAP PERSON

FIG 17

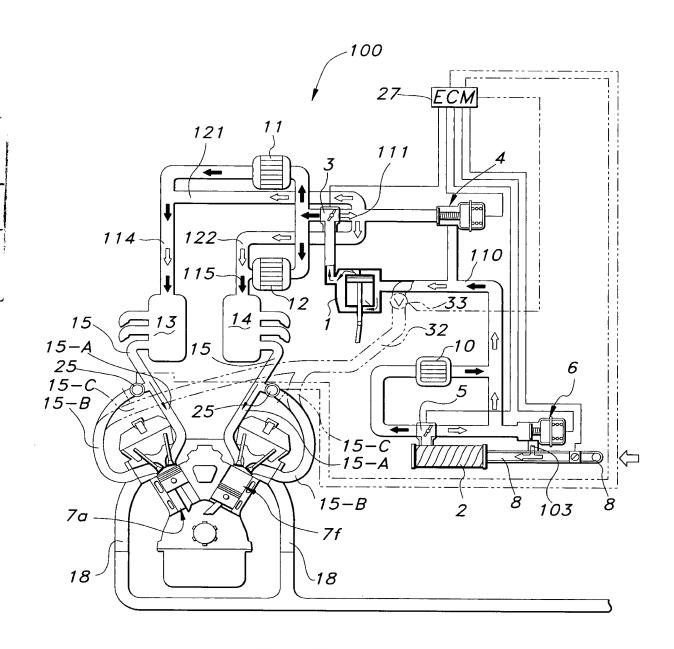


CLASE SUBCLASS

Comments while heading by

PPROVED O.G FIG

FIG 18

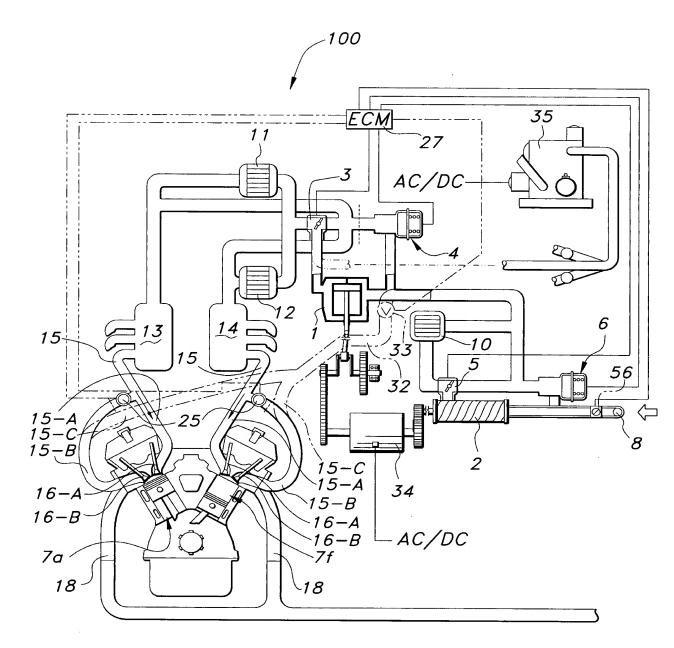


AUPROVED O.C. CIG

<u>}</u>

TENTIFICATE TRANSPORT

FIG 19

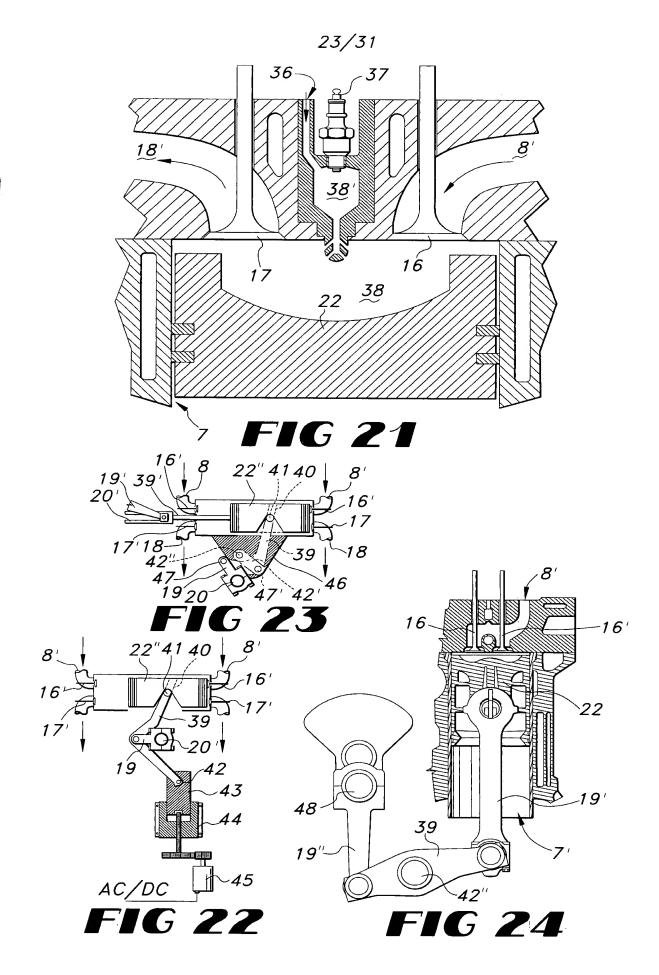


CLASS SUBCLASS

BY DRAFTSWAN

APPROVED O G FIG

FIG 20



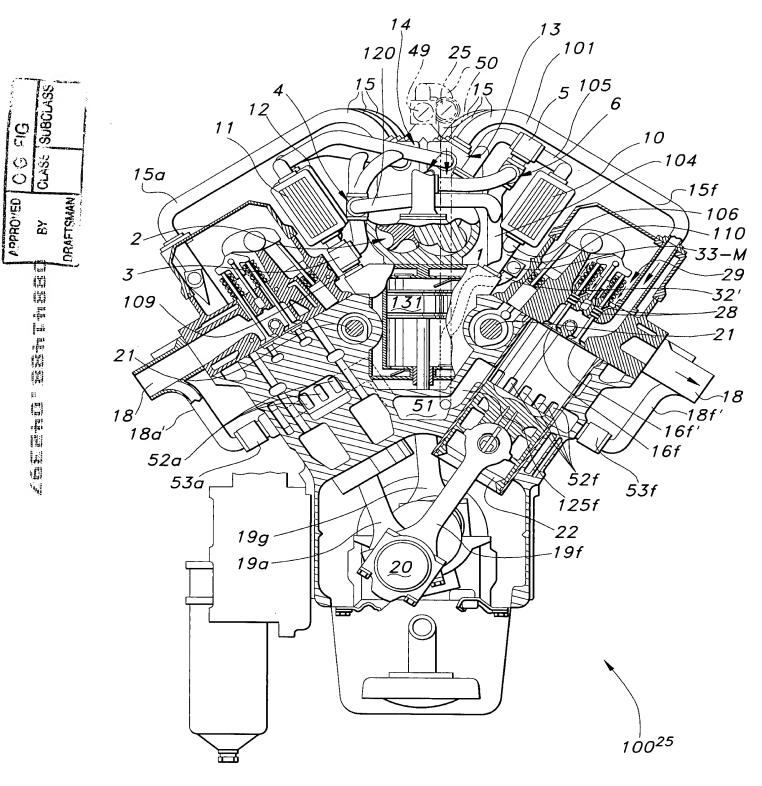
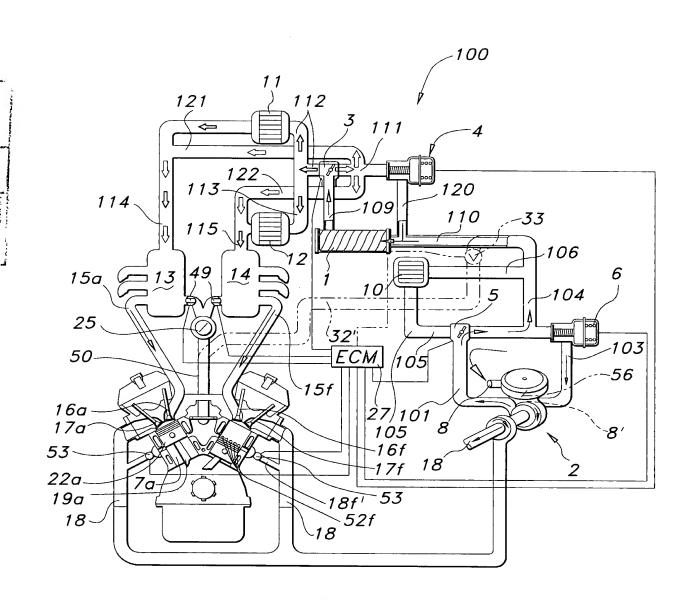


FIG 25



APPROVED O C FIG. BY OLASS SUBCLASS

Commented to the second of the

FIG 26

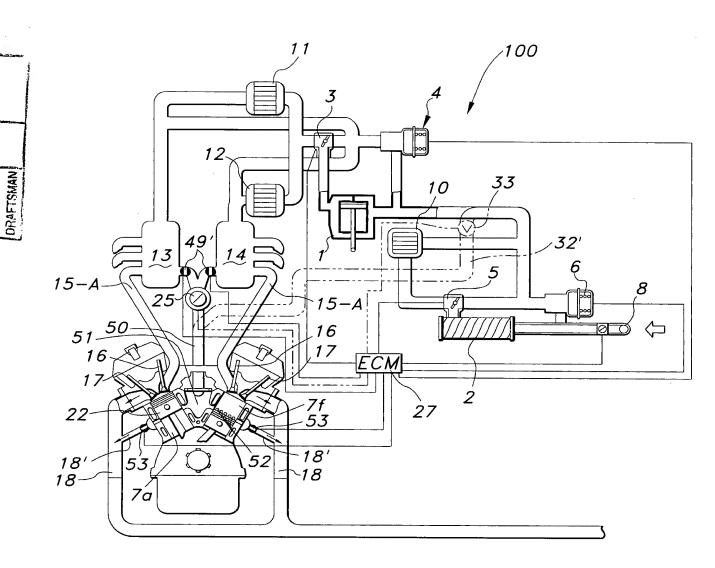


FIG 27

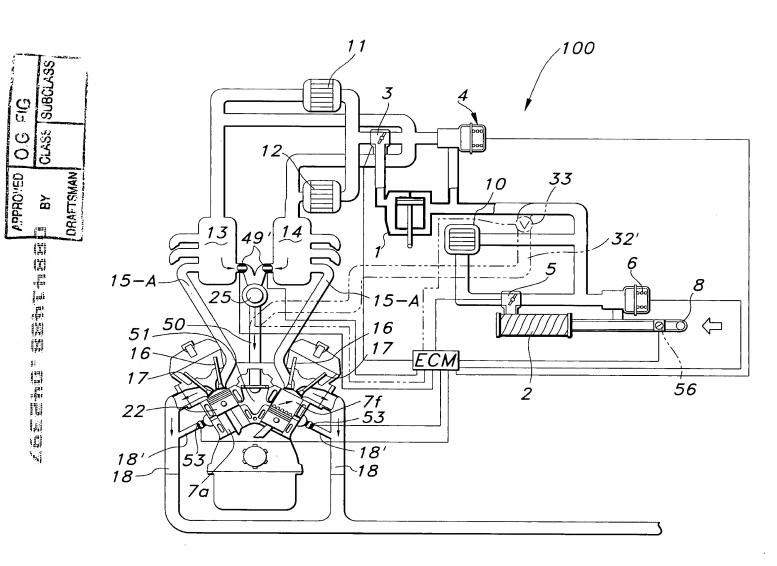
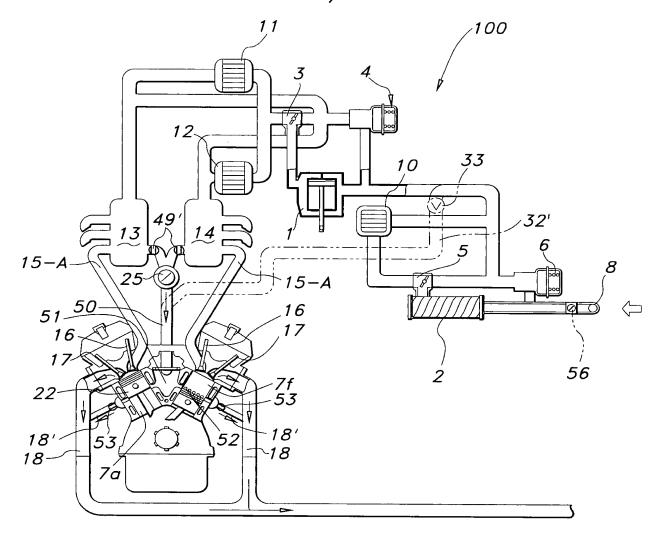


FIG 28



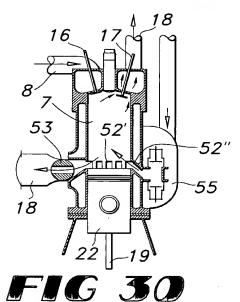
CLASS SUBCLASS

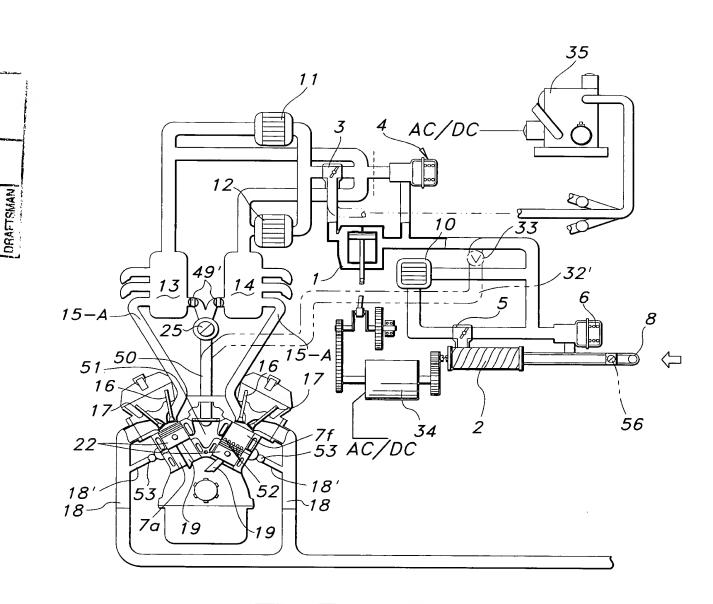
DRAFTSMAN

APPROVED O.G FIG

in the second of the second of

FIG 29





APPROVED O.G. FIG. SABOLASS

FIG 31

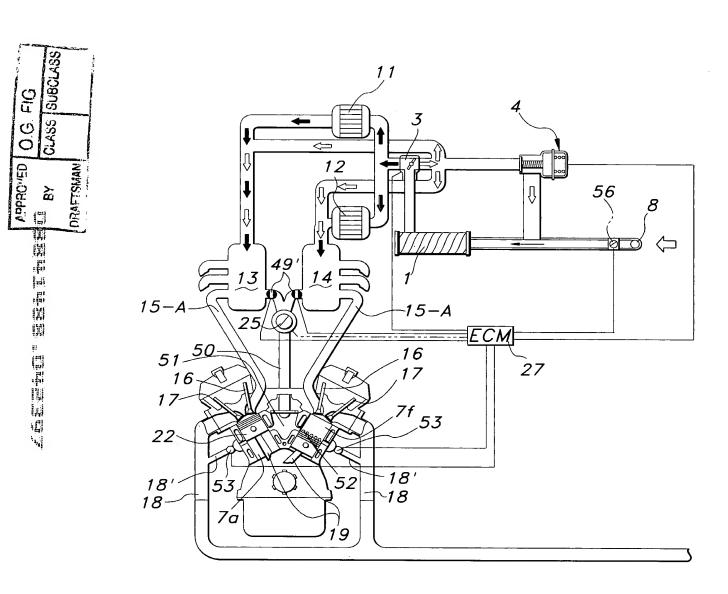


FIG 32

